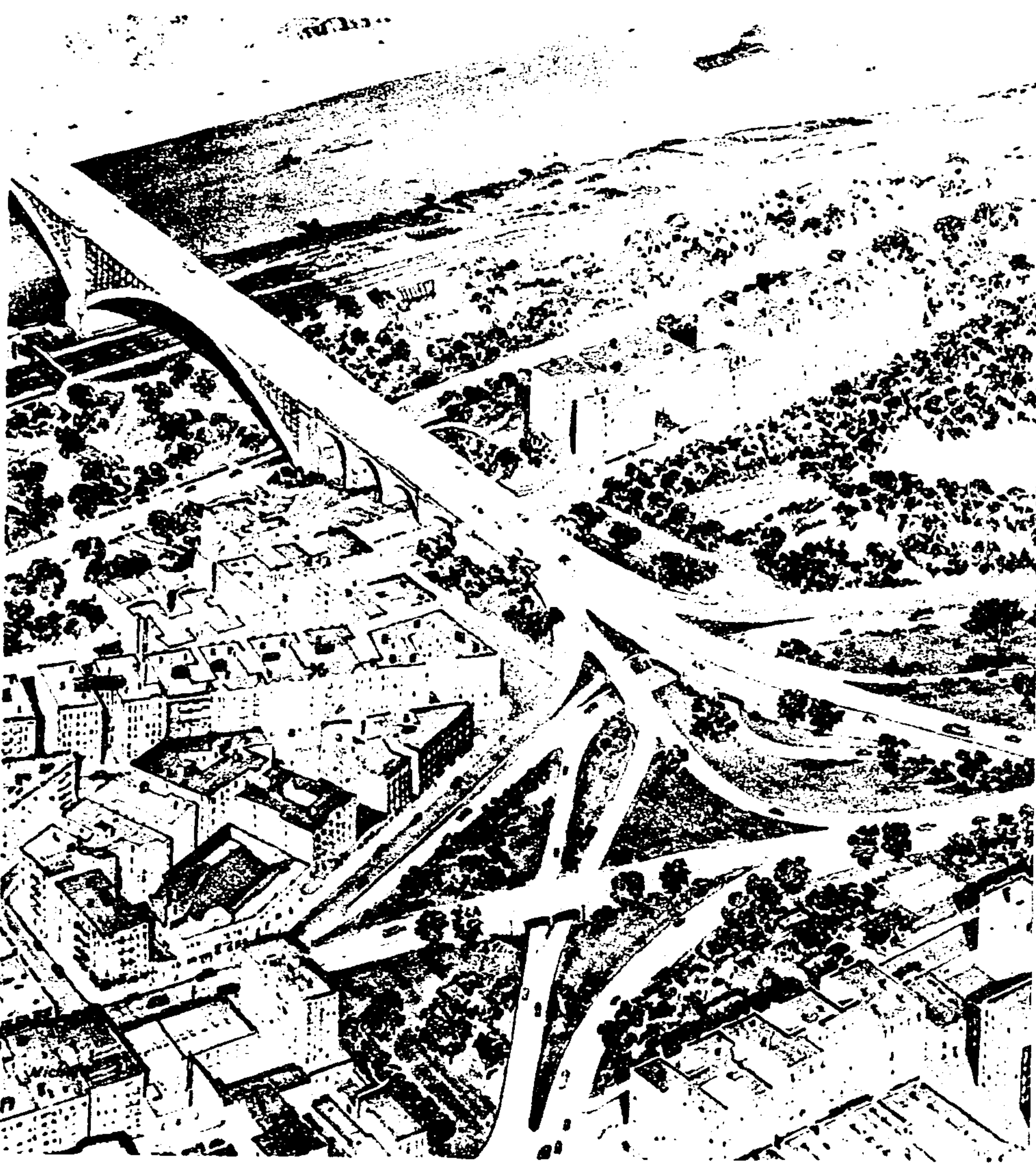
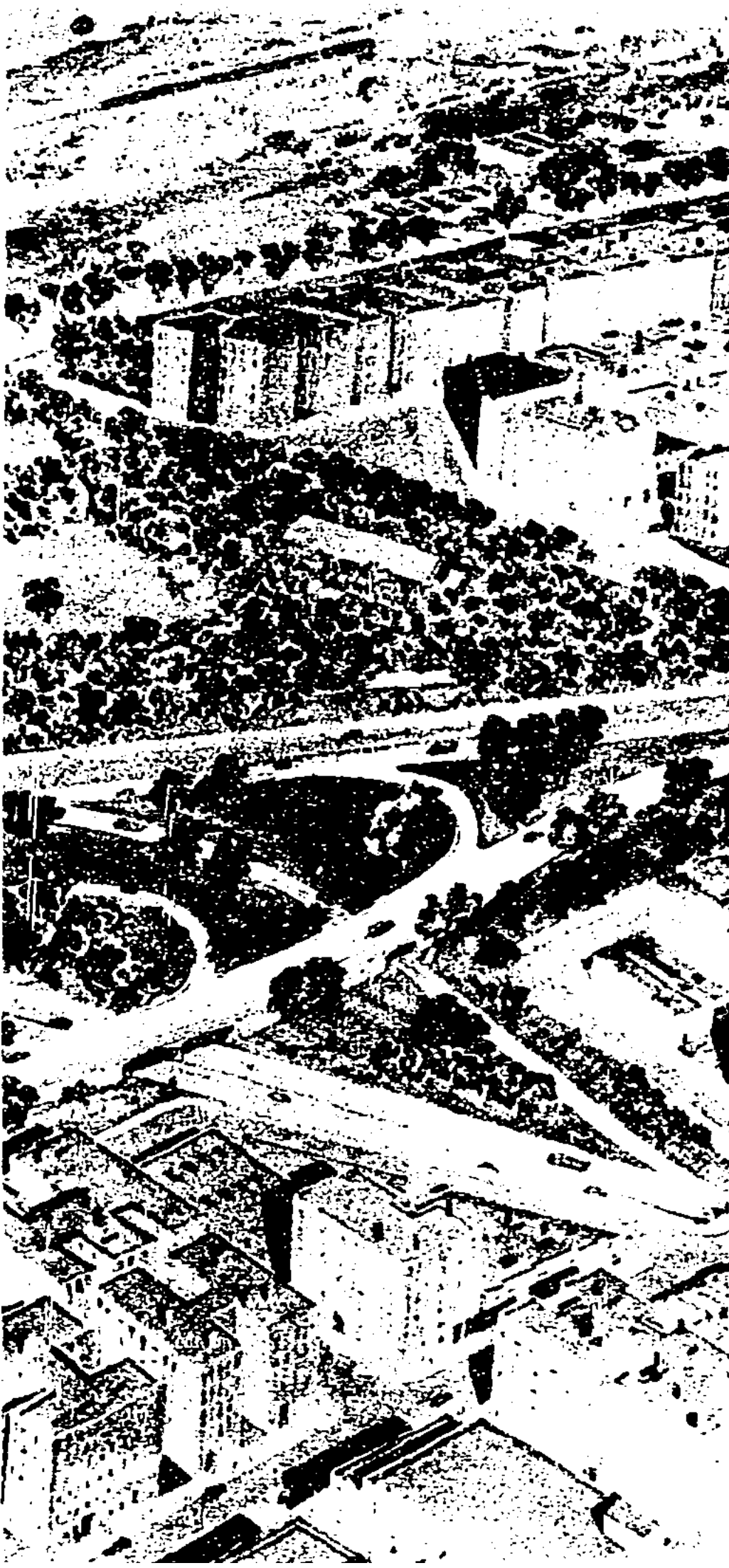


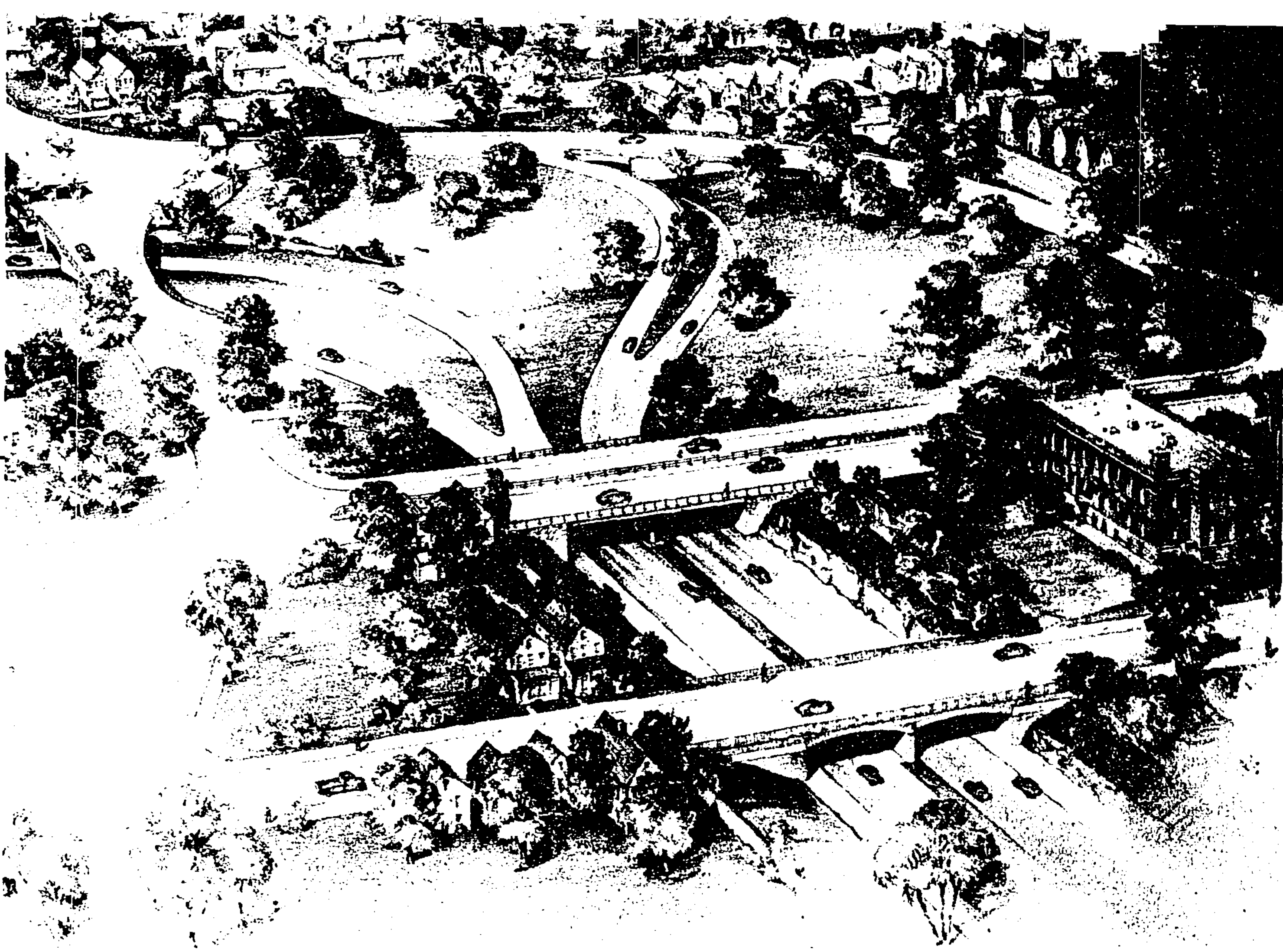
The Cross-Bronx Expressway grade separation in the vicinity of Parkchester.



Grade crossing elimination on Cross-Bronx Expressway at converging arteries at the



Washington Bridge over the Harlem.



Bayonne Bridge Plaza, in the Borough of Richmond, showing the Willowbrook Park approach to the bridge.

# New Highways for a Better New York

We have started a program, says Mr. Moses, which will give us a less congested and more comfortable and accessible city.

*This is the second of two articles by Commissioner Moses on New York's traffic problem. The first dealt with midtown Manhattan. Here the projected arterial roads and parkways are described.*

By ROBERT MOSES

the understanding and capacity of Joe Palooka. Fortunately for the public, this Barnum and Bailey partnership never eventuated.

The cartoonist's idea of a complicated modern traffic interchange is, of course, caricature, but caricature has its serious lessons for those who realize how much common sense lurks in the exaggerations of slapstick American fun. The free flow of traffic without stoplights, congestion, lost time and frayed tempers is our objective. If we add the requirements of good, clean, attractive design, landscaping and neighborhood improvement, especially in city centers where land values are astronomical and all sorts of utilities are encountered, you have problems to stir the imagination. Plans to meet these obstacles and conditions must not only be ingenious; they must work. People and cars don't function like toy models, especially when the humans are tired and confused and the engines under unusual pressure.

WE have pretty nearly reached the limit of practicality in highway and parkway construction, at least until both men and machines are built on lines entirely different from those we now know. Our accident figures before the war were simply terrifying. Every car is a potential instrument of maiming and death. We

have by no means mastered the machines we blithely build. We must check speed, carelessness and the prevailing callous indifference to the other fellow's welfare. Speed limit above forty miles an hour on parkways is unnecessary. Anything above fifty miles on a main artery in or out of town is excessive. Nothing material is gained by traveling faster, and much that is really precious may and often is lost.

What in addition to drastic speed limits are some of the other rules of safe arterial construction? Well, here are a few maxims, some of which will no doubt be disputed by car manufacturers, by road material men, perhaps by some traffic engineers, but by few policemen and ambulance surgeons:

*First*—No parkway or expressway with more than three wide lanes in each direction, separated by an adequate dividing strip, is practical. When more than six lanes are required, you need a new parkway or expressway.

*Second*—Entrances and exits should be infrequent, should include accelerating and decelerating lanes, and complete stops should be required at many entrances.

*Third*—Bridges separating grades at any one complicated intersection should not be so numerous as to be confusing to the driver, and signs should be conspicuous, easily visible by day or night, simply worded, infrequent and reduced in all respects to the absolute essentials of direc-

tion and warning. Some officials seem to think their job is to put up on the public right-of-way gaudy and elaborate directional signs rivaling those of the billboard companies whose exuberance we, as public officials interested in protecting our improvements by zoning and other devices, are supposed to restrain.

*Fourth*—This brings me to another rule. If the standards of expressway construction for mixed traffic, including trucks, buses and other vehicles excluded from genuine parkways, are to be raised to something approaching parkway levels, and are to include landscaping, stone-faced bridges, ornamental lighting, fairly generous widths and some incidental improvements, the park authorities who must be responsible for the upkeep of the park and landscape areas should be consulted initially in the preparation of the original designs. The average engineer's idea of landscaping is something to make the angels weep.

COMING now to the models and designs for the crossings of the next decade, I have picked to illustrate this article some of our prize exhibits in their settings. These are no day dreams. The first contracts are being let. Demolition is commencing. The dirt movers will soon be at the cutting and filling. The bridges and their approaches will follow, and then paving, landscaping and the final touches will complete the job. The big parkway program of the pre-war period only needs to be supplemented by reconstruction of the original, obsolete parkways such as Pelham and Moshulu, laid out with intelligence and foresight many years ago by forgotten early planners like William White Niles and John Mullaly, but lacking the bridges and the neighborhood play

facilities now demanded by an enormous and increasing apartment population. The original Bronx River Parkway must be rebuilt and extended southward to Bruckner Boulevard, to the newly reclaimed Soundview Park and to connections with the Triborough system.

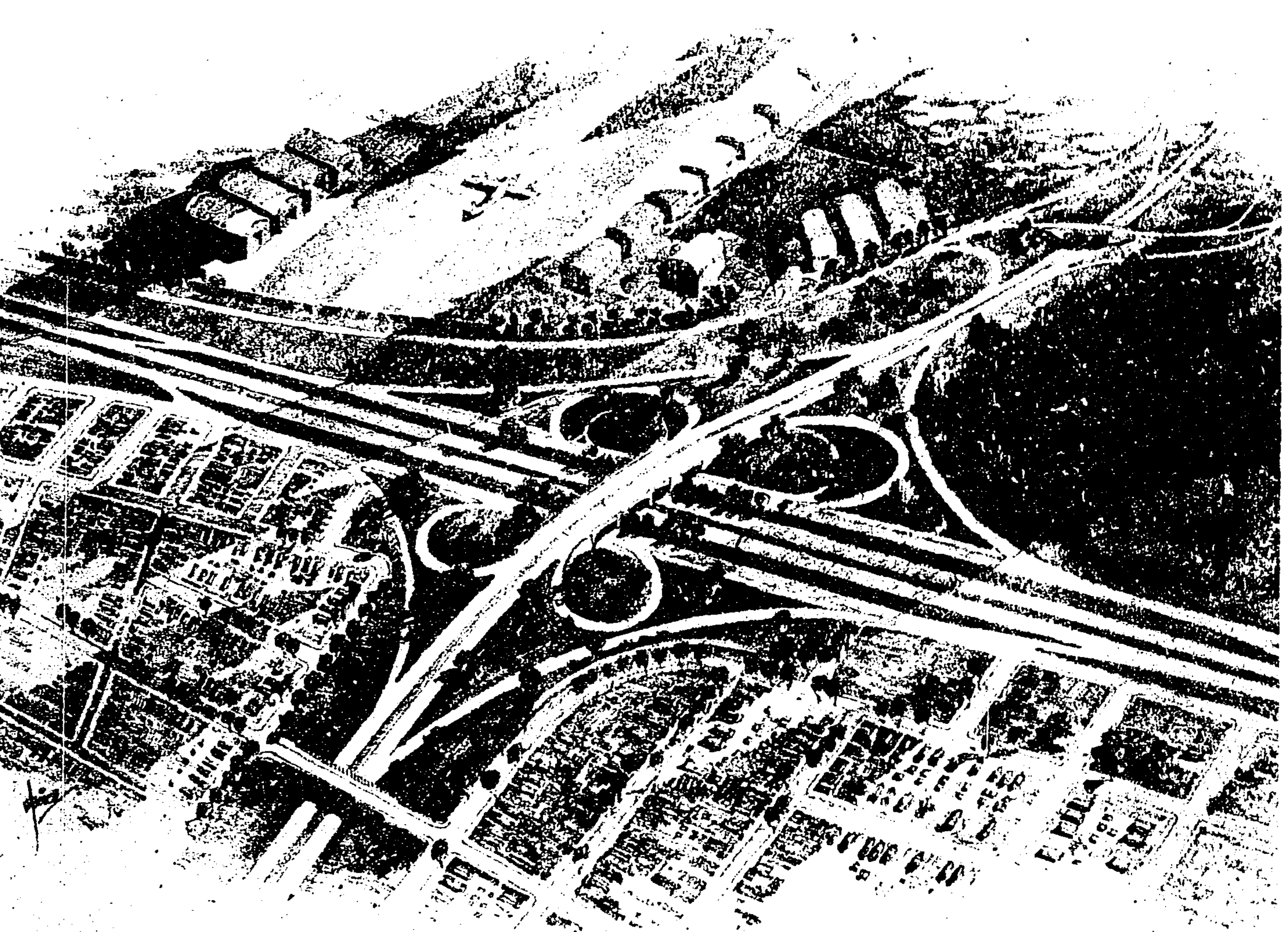
THE great need, however, which we are at last ready to meet with the help of the State and Federal highway authorities, and with State and Federal appropriations, is for mixed traffic expressways right through town. These are prodigious undertakings, the full extent and nature of which the average city dweller does not yet grasp. Probably busy people with their minds elsewhere will not realize what is in store until they are disturbed and discommoded by demolition, moving of tenants, and the inevitable noise, dust, excavation and detours of heavy construction.

Three years should see the top priority expressways finished, if delays and compromises are vigorously opposed, and another three or four years should complete the program. The bridges at the major intersections and their ramps and intricate approaches are the guts of construction. The rest is battling obstructionists and paper workers, moving people and dirt, paving, planting, veneering and painting the lily, and slicking up the job for the dedication ceremonies, the raising of the flag and the playing of "The Star-Spangled Banner."

The arterial program includes the following projects, most of which are eligible for Federal and State aid:

## MANHATTAN

The most important project in the Borough of Manhattan is the completion of the loop system around the borough, including the (Continued on Page 42)



To provide high-speed connections between Idlewild and Manhattan—An intersection of the Van Wyck Expressway in Queens.



# New Highways

(Continued from Page 11)

Harlem River Drive between the Triborough Bridge and the George Washington Bridge, the gaps in the West Side Highway and East River Drive and the separation of a few crossings at grade, making the drive an express artery completely around the Battery. Studies are being made for an elevated highway across lower Manhattan between the West Side Highway, Holland Tunnel and the Williamsburg and Manhattan Bridges.

## BRONX

The Bronx program includes the construction and reconstruction of the Bronx River Parkway between Bruckner Boulevard and the City Line, the reconstruction of the Bronx Pelham Parkway between Bruckner Boulevard and Bronx River Parkway, and the Moshulu Parkway between the Bronx River Parkway and the Henry Hudson Parkway.

**I**NCLUDED in the expressway program is the Cross-Bronx Expressway between the George Washington Bridge and the Bronx-Whitestone Bridge. The Bronx River Expressway is designed to move traffic between the Boston Post Road and Bruckner Boulevard. Major Deegan Expressway will be extended on Exterior Street north through the Bronx Market and along the Harlem River and the Putnam Railroad, along and through Van Cortlandt Park to a connection with Central Park Avenue in Westchester.

The New England Thruway in New York City will begin at Bruckner Boulevard in Pelham Park and extend through Westchester and Connecticut into northern New England.

## BROOKLYN

The Brooklyn-Queens Expressway will extend from the Kosciuszko Bridge southerly to a connection with the Williamsburg Bridge and southerly under the Brooklyn Bridge, through Brooklyn Heights area to the Brooklyn-Battery Tunnel Plaza.

The Prospect Expressway will connect the Gowanus Parkway, which leads directly to the Brooklyn-Battery Tunnel, with the heavy residential area served by Fort Hamilton Parkway and Ocean Parkway.

The reconstruction of the Sunrise Highway along the conduit between Southern Parkway and the recently reconstructed Atlantic Avenue will bring downtown Brooklyn into close relation with Idlewild and East Long Island.

## QUEENS

The Van Wyck Expressway in Queens will connect Idlewild Airport with the Belt Parkway system, Queens Boulevard and the Grand Central Parkway.

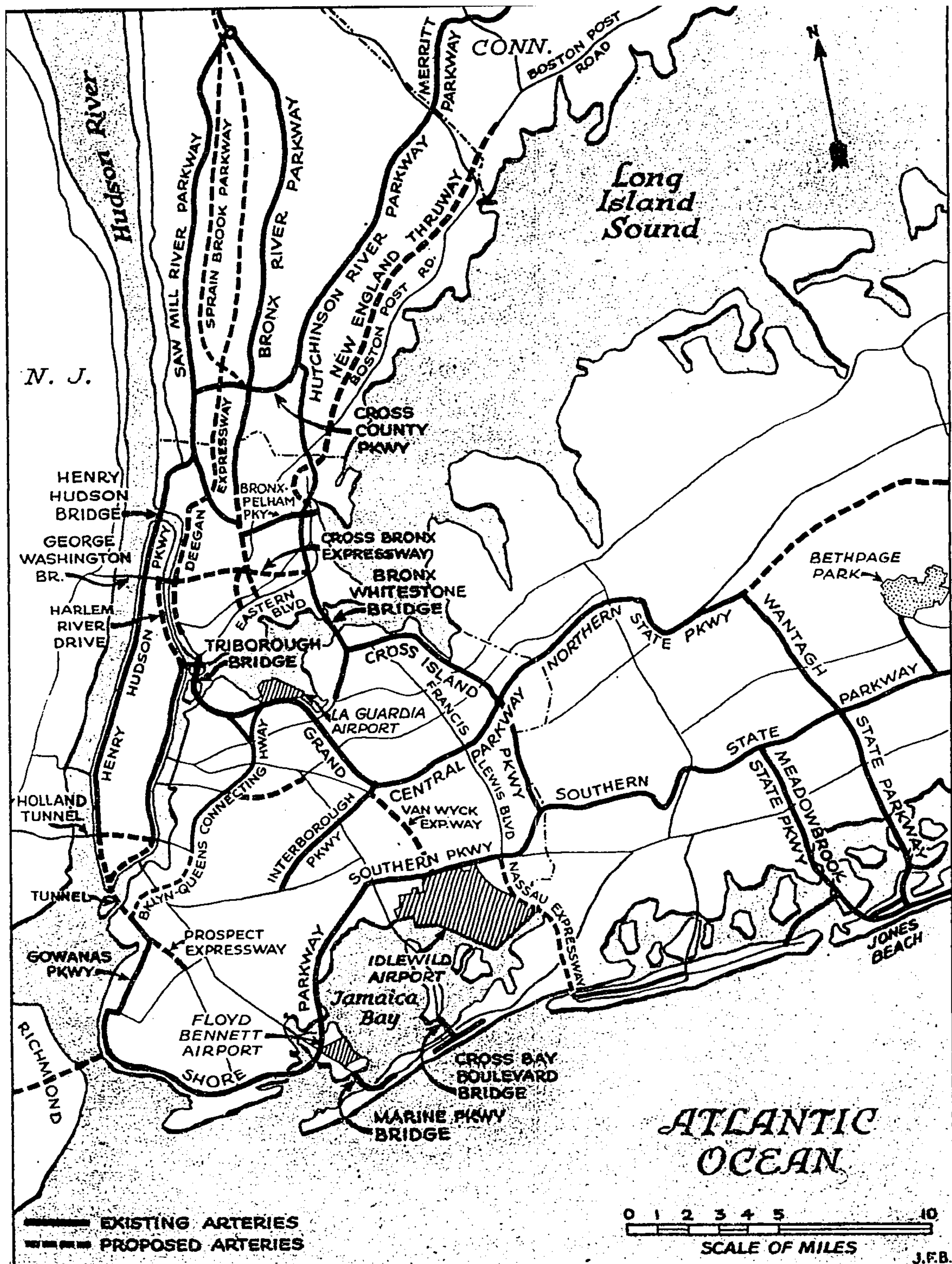
Brooklyn-Queens Connecting Highway between Queens Boulevard and the Grand Central Parkway, partially constructed before the war, will be completed.

The Queens Midtown Highway between the Queens Midtown Tunnel approach and Queens Boulevard at Horace Harding Boulevard will serve as a relief for Queens Boulevard as well as a direct access to the Queens Midtown Tunnel.

## RICHMOND

The Borough of Richmond has not been neglected in planning express-traffic arteries. It will be some time, however, before the Narrows Tunnel can be made self-liquidating but in the meantime improvements will be made at St. George Terminal, including parking facilities and adequate approaches, and the ferry service to both Manhattan and Brooklyn will be greatly improved.

**A**MONG the express arteries which are planned for Richmond are the Richmond Parkway running from St. George south along the backbone of Staten Island to the Outerbridge Crossing, Clove Lakes Expressway connecting St. George to the Goethals Bridge, and the Willowbrook Parkway connecting Bayonne Bridge and the Clove Lakes Expressway with the beaches and parks on the



Arterial map of Metropolitan New York showing how the new routes will join with existing highways.

southeast shore of Staten Island. Westchester, Nassau and Suffolk have a direct bearing upon the arteries developed within the City of New York.

Major Deegan Expressway north from the City Line is to be extended, probably along Central Park Avenue to the vicinity of White Plains and then on a new location to tie in with Saw Mill River Road near Hawthorne Circle.

The Sprain Brook Parkway will be built, I personally hope, as a genuine parkway substitute for the Bronx River Parkway north of Bronxville and the Cross-Bronx Parkway. There is, however, an alternative plan to make the Sprain a mixed traffic route. This is a matter for the State Superintendent of Public Works to decide.

The New England Thruway will follow generally the original Pelham-Port Chester right-of-

way and will connect with a mixed traffic artery to be built in Connecticut. This is the so-called Boston-Washington express route.

In Nassau County, the Northern State Parkway is being extended easterly, an expressway is being planned at Long Beach and an expressway is being designed to connect the proposed new Atlantic Beach Bridge with the Belt Parkway system and Francis Lewis Boulevard.

**T**HE Southern State Parkway will be extended on a cut-off across Hempstead Lake, eliminating the circuitous route now followed around the lake.

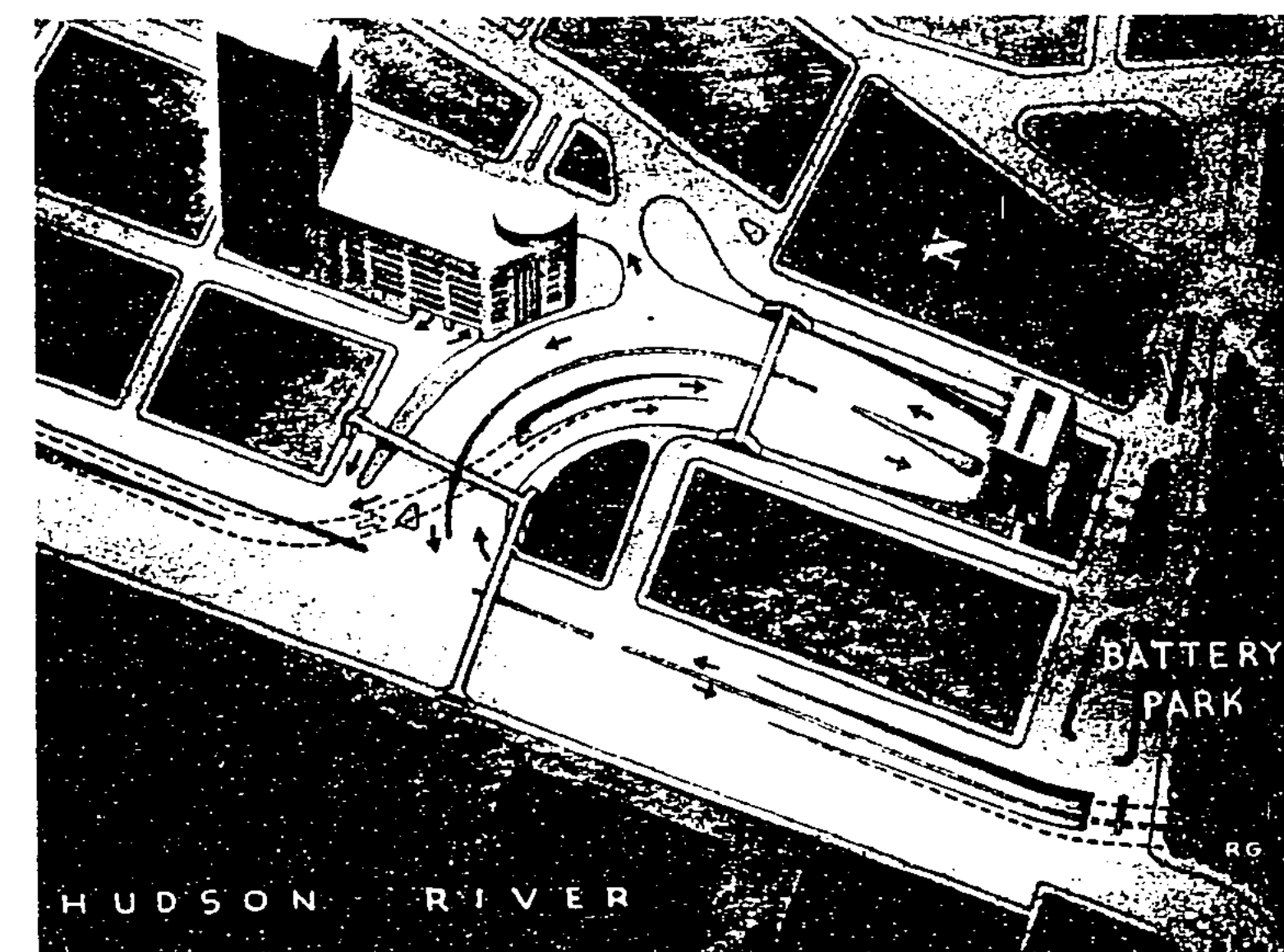
In Suffolk County the Northern and Southern State Parkways will be continued easterly to connect with the Sagtikos Parkway and the Captree Causeway to Jones Beach.

On the west side of the Hud-

son, New Jersey is constructing the Palisades Parkway on land largely acquired and donated by John D. Rockefeller Jr. on top of the Palisades between George Washington Bridge and the State Line and in New York the State Park and Highway Authorities are continuing it to Bear Mountain Park.

In addition, the new Catskill Thruway for mixed traffic will connect the New York Metropolitan area with up-State New York.

Our new arteries will give us a better city, more accessible, less congested, more comfortable and convenient for living and working than it was before, and, as an important incident, we shall have the finest collection of land bridges, intersections, clover leaves, chicken guts, ever conceived since Daedalus built the labyrinth for Minos of Crete, "a mighty maze," as the poet said, "but not without a plan."



The Manhattan approach to the Brooklyn Battery Tunnel, showing connections with the West Side Highway.